

## **H2020 Work Programme 2014-2015 IMG4/ EREA/ EASN expectations and recommendations**

IMG4, EREA and EASN have jointly defined some expectations and recommendations for the Transport theme in the H2020 Work Programme 2014 and 2015. The aim is to ensure within Horizon 2020 an appropriate response of the aviation sector in terms of R&TD to the societal, environmental and economic challenges,

- The H2020 Work Programme should continue to distinguish between L1 and L2 projects as it has proven very successful in FP7 and previous Framework Programmes.

Even though technical subjects may be generally described by same key words and future impact, the related research activities may require a very different effort depending on pursued maturation level (TRL) and by the complexity of the actual presented proposals.

The topic text shall contain a clear indication of the expected complexity of proposals and the envisaged maturation (not in the TRL scale) in order to avoid EU evaluators are in the uncomfortable position to compare proposals, always compliant with text, but very different in scope, size and content.

Furthermore, providing such boundary conditions in the Work Programme is a fundamental requirement to allow, the operational justification to engage suitable preparation efforts for realistic projects proposals and ensuring a minimum confidence of their funding.

- Throughout H2020 collaborative projects need to address all research areas, e.g. environment, safety, and competitiveness. Calls for unspecific topics may address one or several of these areas per call. However, it needs to be ensured that in each call the identified specific challenges of any area can be addressed by L0, L1 or L2 topics.

- An attractive and efficient work programme structure for facilitating the fruitful cooperation between all aviation stakeholders across Europe needs to address the different challenges with specific and unspecific topic areas:

- a. Topics addressing specific challenges: Defined as the most relevant and urgent topics (clearly identified as priorities by all stakeholders, including industry, research centres and universities). Such specific challenges are demanding for a single step selection, ensuring reduced time to grant, lean administration/evaluation process and avoiding a high overbidding for the first stage Call.
- b. Unspecific topics, selectively addressing one or several areas (e.g. environment, safety, competitiveness) searching for a wide range of competing ideas. For these topics a two stage approach might be adopted.

To allow a diligent and comparative proposal evaluation process, any call for topics need to request for sufficient level of details, impact analysis, a letter of intent by core partners and the possible practical implementation.

- The Transport Work Programme should be consistent in the way the challenges and specific topics are addressed. To allow an efficient aviation stakeholder response, the topics of the aviation sector need to be described at least at the same level of detail as in the past and as those in the other sectors, e.g. automotive.
- Potential “transverse topics” such as e.g. urban mobility, logistics, intelligent transport, infrastructures and mobility for growth need to be fully accessible and provide an appropriate potential for aviation/aeronautics participation. The same is also valid for socio-economic studies on transport and potential calls on “Clean Vehicles” need to explicitly include clean air vehicles.
- First batches of thematic priorities addressing specific challenges have been identified for 2014/2015. They will be displayed shortly in comprehensive roadmaps, currently under preparation by the respective stakeholders and will continuously be updated to technology advancement and priorities.